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THE attention of Shipmasters is respectfully called to the requirements of the law (Sections 23, 26, 58 and 59) touching the Official Log Book.

Hereafter such Log Books will be required at this office in all settlements of seamen's wages.

J. D. STEVENSON,

U. S. Shipping Commissioner.

SAN FRANCISCO, November 12, 1874.

OFFICIAL LOG BOOK.

EXTRACTS FROM SHIPPING LAW OF 1872.

SECTION 23. That every master shall, not less than forty-eight hours before paying off or discharging any seaman, deliver to him, or if he is to be discharged before a shipping commissioner, to such shipping commissioner, a full and true account of his wages, and all deductions to be made therefrom on any account whatsoever; and in default shall, for each offense, incur a penalty not exceeding fifty dollars; and no deductions from the wages of any seaman (except in respect of any matter happening after such delivery) shall be allowed, unless it is included in the account delivered; and the master shall, during the voyage, enter the various matters in respect to which such deductions are made, with the amount of the respective deductions as they occur, in a book, to be kept for that purpose, to be called the "Official Log-Book," as hereinafter provided, and shall, if required, produce such book at the time of the payment of wages, and, also, upon the hearing, before any competent authority, of any complaint or question relating to such payment.

SEC. 25. That every shipping commissioner shall hear and decide any question whatsoever between a master, consignee, agent, or owner, and any of his crew, which both parties agree in writing to submit to him; and every award so made by him shall be binding on both parties, and shall, in any legal proceeding which may be taken in the matter, before any court of justice, be deemed to be conclusive as to the rights of parties, and any document purporting to be under the hand and official seal of a commissioner, such submission or award shall be *prima facie* evidence thereof.

SEC. 26. That in any proceeding relating to the wages, claims, or discharge of any seaman, carried on before any shipping commissioner, under the provisions of this Act, such shipping commissioner may call upon the owner or his agent, or upon the master, or any mate, or any other member of the crew, to produce any log-books, papers, or other documents in their respective possession or power, relating to any matter in question in such proceedings; and may call before him and examine any of such persons, being then at or near the place, on any such matter, and every owner, agent, master, mate or other member of the crew who, when called upon by the shipping commissioner, does not produce any such books, papers or documents as aforesaid, if in his possession or power, or does not appear and give evidence, shall, unless he shows some reasonable cause for such a default, for each offense incur a penalty not exceeding one hundred dollars, and on application being made by the shipping commissioner, shall be further punished, in the discretion of the court, as in other cases of contempt of the process of the court.

SEC. 40. That every ship belonging to a citizen or citizens of the United States, as described in section twelve of this Act, shall be provided with a chest of medicines; and every sailing-ship bound on a voyage across the Atlantic or Pacific Ocean, or around Cape Horn or the Cape of Good Hope, or engaged in the whale or other fisheries, or in sealing, shall also be provided with, and cause to be kept, a sufficient quantity of lime or lemon juice, and also sugar and vinegar, or other anti-scorbutics, as Congress may sanction, to be served out to every seaman as follows: That is to say, the master of every such ship, as last aforesaid, shall serve the lime or lemon juice, and sugar and vinegar, to the crew, within ten days after salt provisions mainly have been served out to the crew, and so long afterward as such consumption of salt provisions continues, the lime or lemon juice and sugar daily, at the rate of half an ounce each per day, and the vinegar weekly, at the rate of half a pint per week for each member of the crew.

SEC. 41. That if, on any such ship as aforesaid, such medicines, medical stores, lime or lemon juice, or other articles, sugar and vinegar, as are hereinbefore required, are not provided and kept on board, as hereinbefore required, the master or owner shall incur a penalty not exceeding five hundred dollars; and if the master of any such ship as aforesaid neglects to serve out the lime or lemon juice, and sugar and vinegar in the case and manner hereinbefore directed, he shall, for each offense, incur a penalty not exceeding one hundred dollars; and if any master is convicted in either of the last-mentioned penalties, and it appears that the offense is owing to the act or default of the owner, such master may recover the amount of such penalty, and the costs incurred by him, from the owner.

SEC. 42. That every master shall keep on board proper weights and measures for the purpose of determining the quantities of the several provisions and articles served out, and shall allow the same to be used at the time of serving out such provisions and articles, in the presence of a witness, whenever any dispute arises about such quantities, and in default shall, for every offense, incur a penalty not exceeding fifty dollars. And every vessel bound on any foreign port, shall also be provided with at least one suit of woolen clothing for each seaman, for use during the winter months, and every such vessel shall be provided with fuel and a safe and suitable room in which a fire can be kept for the use of seamen.

SEC. 43. That whenever any seaman or apprentice belonging to or sent home on any merchant-ship, whether a foreign-going ship or home trade ship, employed on a voyage which is to terminate in the United States, dies during such voyage, the master shall take charge of all moneys, clothes, and effects which he leaves on board, and shall, if he thinks fit, cause all or any of the said clothes or effects to be sold by auction, at the mast or other public auction, and shall thereupon sign an entry in the official log-book, containing the following particulars, that is to say: First, a statement of the amount of money so left by the deceased; secondly, in the case of a sale, a description of each article sold, and the sum received for each; thirdly, a statement of the sum due to deceased as wages, and the total amount of deductions, if any, to be made therefrom; and shall cause such entry to be attested by the mate and one of the crew.

SEC. 44. That in cases provided for by the last preceding section, the following rules shall be observed: First, if the ship proceeds at once to any port of the United States, the master shall, within forty-eight hours after his arrival, deliver any such effects as aforesaid remaining unsold, and pay any money which he has taken charge of or received from such sale as aforesaid, and also the balance of wages due to the deceased, to the shipping commissioner at the port of destination in the United States;

secondly, if the ship touches and remains at some foreign port before coming to any port in the United States, the master shall report the case to the United States consular officer there, and shall give to such officer any information he requires as to the destination of the ship and probable length of the voyage; and such officer may, if he considers it expedient so to do, require the said effects, money and wages to be delivered and paid to him, and shall, upon such delivery and payment, give to the master a receipt; and the master shall, within forty-eight hours after his arrival at his port of destination in the United States, produce the same to the shipping commissioner there; and such consular officer shall, in such case, indorse and certify upon the agreement with the crew, the particulars with respect to such delivery and payment; thirdly, if such officer as aforesaid does not require such payment and delivery to be made to him, the master shall take charge of the said effects, money and wages, and shall, within forty-eight hours after his arrival at his port of destination in the United States, deliver and pay the same to the shipping commissioner there; fourthly, the master shall, in all cases in which any seaman or apprentice dies during the progress of the voyage or engagement, give to such officer or shipping commissioner as aforesaid an account, in such form as they may respectively require, of the effects, money and wages so to be delivered and paid, and no deductions claimed in such account shall be allowed unless verified, if there is any official log-book, by such entry therein as hereinbefore required; and also by such other vouchers (if any) as may be reasonably required by the officer or shipping commissioner to whom the account is rendered; fifthly, upon due compliance with such of the provisions of this section as relates to acts to be done at the port of destination in the United States, the shipping commissioner shall grant to the master a certificate to that effect, and no officer of Customs shall clear inward any foreign-going ship without the production of such certificate.

SEC. 45. That if any master fails to take such charge of the money or other effects of a seaman or apprentice during a voyage, or to make such entries in respect thereof, or to procure such attestation to such entries, or to make such payment or delivery of any money, wages, or effects of any seaman or apprentice dying during a voyage, or to give such account in respect thereof as hereinbefore respectively directed, he shall be accountable for the money, wages and effects of the seaman or apprentice to the judicial circuit court in whose jurisdiction such port of destination is situate, and shall pay and deliver the same accordingly; and such master shall, in addition for every such offense, incur a penalty not exceeding treble the value of the money or effects, or if such value is not ascertained, not exceeding two hundred dollars; and if any such money, wages or effects are not duly paid, delivered and accounted for by the master, the owner of the ship shall pay, deliver and account for the same, and such money and wages, and the value of such effects shall be recoverable from him accordingly; and if he fails to account for and pay the same he shall, in addition to his liability for the said money and value, incur the same penalty which is hereinbefore mentioned as incurred by the master for a like offense; and all money, wages and effects of any seaman or apprentice dying during a voyage shall be recoverable in the same courts and by the same modes of proceeding by which seaman are enabled to recover wages due to them.

SEC. 51. That whenever any seaman who has been lawfully engaged, or any apprentice to the sea service commits any of the following offenses, he shall be liable to be punished as follows—that is to say: First.—For desertion he shall be liable to imprisonment for any period not exceeding three months, and also to forfeit all or any part of the clothes or effects he leaves on board, and all or any part of the wages or emoluments which he has then earned. Second.—For neglecting and refusing without reasonable cause, to join his ship, or to proceed to sea in his ship, or for absence without leave at any time within twenty-four hours of the ship's sailing from any port, either at the commencement or during the progress of any voyage, or for absence at any time without leave and without sufficient reason from his ship, or from his duty, not amounting to desertion, or not treated as such by the master, he shall be liable to imprisonment for any period not exceeding one month, and also, at the discretion of the Court, to forfeit out of his wages a sum not exceeding the amount of two days' pay, and in addition, for every twenty-four hours of absence, either a sum not exceeding six days' pay, or any expenses which have been properly incurred in hiring a substitute. Thirdly.—For quitting the ship without leave after her arrival at her port of delivery, and before she is placed in security, he shall be liable to forfeit out of his wages a sum not exceeding one month's pay. Fourthly.—For willful disobedience to any lawful command, he shall be liable to imprisonment for any period not exceeding two months, and also at the discretion of the Court, to forfeit out of his wages a sum not exceeding four days' pay. Fifth.—For continued willful disobedience to lawful commands or continued willful neglect of duty, he shall be liable to imprisonment for any period not exceeding six months, and also at the discretion of the Court, to forfeit for every twenty-four hours' continuance of such disobedience or neglect, either a sum not exceeding twelve days' pay, or any expenses which have been properly incurred in hiring a substitute. Sixthly.—For assaulting any master or mate, he shall be liable to imprisonment for any period not exceeding two years. Seventhly.—For combining with any other or others of the crew to disobey lawful commands, or to neglect of duty, or to impede navigation of the ship, or the progress of the voyage, he shall be liable to imprisonment for any period not exceeding twelve months. Eighthly.—For willfully damaging the ship, or embezzling or willfully damaging any of the stores or cargo, he shall be liable to forfeit out of his wages a sum equal in amount to the loss thereby sustained, and also, at the discretion of the Court, to imprisonment for any period not exceeding twelve months. Ninthly.—For any act of smuggling of which he is convicted, and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage; and the whole or any part of his wages may be retained in satisfaction on account of such liability; and shall also be liable to imprisonment for a period not exceeding twelve months.

SEC. 52. That upon the commission of any of the offenses enumerated in the last preceding section, an entry thereof shall be made in the official log-book, and shall be signed by the master and also by the mate, or one of the crew; and the offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or if she is at the time in port, before her departure therefrom, either be furnished with a copy of such entry, or have the same read over distinctly and audibly to him, and may thereupon make such reply thereto as he thinks fit; and a statement that a copy of the said entry has been so fur-

nished or that the same has been so read over as aforesaid, and the reply (if any) made by the offender shall likewise be entered and signed in manner aforesaid; and in any subsequent legal proceedings the entries hereinbefore required, shall, if practicable, be produced or proved, and in default of such production or proof, the Court hearing the case may, at its discretion, refuse to receive evidence of the offense.

SEC. 53. That whenever, either at the commencement or during the progress of any voyage, any seaman or apprentice neglects or refuses to join, or deserts from or refuses to proceed to sea, in any ship in which he is duly engaged to serve, or is found otherwise absenting himself therefrom without leave, the master, or any mate, or the owner, or consignee, or shipping commissioner, may, in any place in the United States, with or without the assistance of the local police officers, or constables, who are hereby directed to give their assistance if required, and also at any place out of the United States, if, and so far, as the laws in force at such place will permit, apprehend him without first procuring a warrant, and may thereupon, in any case, and shall in case he so requires, and it is practicable, convey him before any Court of justice or justices of any State, city, town or county, within the United States, capable of taking cognizance of offenses of like degree and kind, of the matter to be dealt with according to the provisions hereinbefore contained in reference to such cases; and may, for the purpose of conveying him before such Court of justice, detain him in custody for a period not exceeding twenty-four hours, or shorter time, as may be necessary, or may, if he does not so require, or if there is no such Court at or near the place, at once convey him on board, and if such apprehension appears to the Court of justice before which the case is brought to have been made on improper or on insufficient grounds, the master, mate, consignee or shipping commissioner who makes the same, or causes the same to be made, shall incur a penalty not exceeding one hundred dollars; but such penalty, if inflicted, shall be a bar to any action for false imprisonment.

SEC. 54. That any master of, or any seaman or apprentice belonging to any merchant ship, who, by wilful breach of duty, or who, by reason of drunkenness, does any act tending to the immediate loss, destruction or serious damage to such ship, or tending immediately to endanger the life or limb of any person belonging to or on board of such ship, or who, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from immediate loss, destruction or serious damage, or for preserving any person belonging to or on board of such ship from immediate danger to life or limb, shall, for every such offense, be deemed guilty of a misdemeanor, and shall be liable to imprisonment for a period not exceeding twelve months.

SEC. 55. That all clothes, effects and wages which, under the provisions of this Act, are forfeited for desertion, shall be applied, in the first instance, in payment of the expenses occasioned by such desertion to the master or owner of the ship from which the desertion has taken place, and the balance (if any) shall be paid by the master or owner to any shipping commissioner resident at the port at which the voyage of such ship terminates; and the shipping commissioner shall account to and pay over such balance to Judge of the Circuit Court within one month after said commissioner receives the same, to be disposed of by him in the same manner as is hereinbefore provided for the disposal of the money, effects and wages of deceased seamen; in all other cases of forfeiture of wages, under the provisions hereinbefore contained, the forfeiture shall be for the benefit of the master or owner, by whom the wages are payable; and in case any master or owner neglects or refuses to pay over to the shipping commissioner such balance aforesaid, he shall incur a penalty of double the amount of such balance, which shall be recoverable by the commissioners in the same manner that seamen's wages are recovered.

SEC. 56. That any question concerning the forfeiture of, or deductions from, the wages of seaman or apprentice, may be determined in any proceeding lawfully instituted with respect to wages, notwithstanding that the offense in respect of which such question arises, though hereby made punishable by imprisonment as well as forfeiture, has not been made the subject of any criminal proceeding.

SEC. 57. That whenever, in any proceeding relating to seaman's wages, it is shown that any seaman or apprentice has, in the course of the voyage, been convicted of any offense by any competent tribunal, and rightfully punished therefor by imprisonment or otherwise, the Court hearing the case may direct a part of the wages due to such seaman, not exceeding fifteen dollars, to be applied in reimbursing any costs properly incurred by the master in procuring such conviction and punishment.

SEC. 58. That every ship making voyages as described in section twelve of this Act shall have a book, to be called the "Official Log-Book," and every master of such ship shall make or cause to be made therein entries of the following matters, that is to say: Firstly.—Every legal conviction of any member of his crew, and the punishment inflicted. Secondly.—Every offense committed by any member of his crew for which it is intended to prosecute, or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply (if any) made to the charge, as hereinbefore required. Thirdly.—Every offense for which punishment is inflicted on board, and the punishment inflicted. Fourthly.—A statement of the conduct, character and qualifications of each of his crew, or a statement that he declines to give an opinion of such particulars. Fifthly.—Every case of illness or injury happening to any member of the crew, with the nature thereof and the medical treatment (if any). Sixthly.—Every case of death happening on board, with the cause thereof. Seventhly. Every birth happening on board, with the sex of the infant, and the names of the parents. Eighthly.—Every marriage taken place on board, with the names and ages of the parties. Ninthly.—The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof. Tenthly.—The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom. Eleventhly.—The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

SEC. 59. That every entry hereby required to be made in the official log-book shall be signed by the master and by the mate, or some other one of the crew; and every entry in the official log-book shall be made as soon as possible after the occurrence to which it relates; and if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence and

of the entry respecting it; and in no case shall any entry therein in respect of any occurrence happening previously to the arrival of the ship at her final port be made more than twenty-four hours after such arrival.

SEC. 60. That if in case the official log-book is not kept in the manner hereby required, or if any entry hereby directed to be made in any such log-book, is not made at the time and in the manner hereby directed, the master shall, for each such offense, incur a penalty not exceeding twenty-five dollars; and every person who makes, or procures to be made, or assists in making, any entry in any official log-book in respect of any occurrence happening previously to the arrival of the ship at her final port of discharge, more than twenty-four hours after such arrival, shall, for each offense, incur a penalty not exceeding one hundred and fifty dollars.

TABLE D.

SCALE OF PROVISIONS TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE.

	Bread.	Beef.	Pork.	Flour.	Peas.	Rice.	Barley.	Tea.	Coffee.	Sugar.	Water.
	Lbs.	Lbs.	Lbs.	Lbs.	Pts.	Pts.	Pts.	Ozs.	Ozs.	Ozs.	Qts.
Sunday	1	1½	...	½	...			⅛	⅛	2	3
Monday	1	...	1¼	...	⅓			⅛	⅛	2	3
Tuesday	1	1½	...	½	...			⅛	⅛	2	3
Wednesday	1	...	1¼	...	⅓			⅛	⅛	2	3
Thursday	1	1½	...	½	...			⅛	⅛	2	3
Friday	1	...	1¼	...	⅓			⅛	⅛	2	3
Saturday	1	1½			⅛	⅛	2	3

(Here any stipulation for changes, or substitution of one article for another, may be inserted.)

SUBSTITUTES.

One ounce of coffee or cocoa, or chocolate, may be substituted for one-quarter ounce of tea; molasses for sugar, the quantity to be one-half more; one pound of potatoes or yams; one-half pound flour or rice; one-third pint of peas or one-quarter pint of barley may be substituted for each other. When fresh meat is issued, the proportion to be two pounds per man per day, in lieu of salt meat. Flour, rice and peas, beef and pork, may be substituted for each other, and for potatoes onions may be substituted.

NOTICE

TO

SHIP OWNERS AND SHIP MASTERS.

SEA SCURVEY—MEANS FOR PREVENTION.

The cause of the malady is generally believed to be privation for a considerable length of time of fresh vegetables.

AT SEA.

1. Every ship on a long voyage should be supplied with a proper quantity of *Lime or Lemon Juice*.

The juice having been received in bulk from the Vendors, should be examined and analyzed by a competent Medical Officer. All measures adopted for its preservation are worthless unless it be clearly ascertained that a pure article has been supplied.

Ten per cent. of Brandy or Rum should afterwards be added to it.

It should be packed in Jars or Bottles, each containing one Gallon or less, covered with a layer of Oil, and closely packed and sealed.

Each man should have at least four ounces (eight table-spoonsful) a week, and should take it as part of his daily food. The quantity should be increased to an ounce daily if any symptoms of scurvy manifest themselves.

The giving out of Lime or Lemon Juice should

be commenced with the issue of salt provisions, and should be continued even with fresh meat in harbor when no green or succulent vegetables accompany it. It should certainly not be delayed longer than a fortnight after the vessel has put to sea.

2. *Preserved Vegetables*; of these Potatoes and Onions are the best; next—Greens, Carrots, Turnips, etc.

3. A plentiful supply of good water.

4. Attention to cleanliness and ventilation, more particularly of the quarters of the crew.

IN PORT.

A full supply of such Vegetables as may be most easily procured, viz., Potatoes, Greens, Radishes, *Watercresses*; the latter vegetable is a powerful anti-scorbutic and easily procurable. Fruits, as Oranges, Lemons, Limes, Shaddocks, etc.

It is always well to provide an extra supply of the above-mentioned important anti-scorbutics in case of an unusually protracted voyage or other contingency.

REGULATIONS

FOR

PREVENTING COLLISIONS AT SEA.

NOTICE.

The following Regulations apply to ALL Ships belonging to the following countries and places, viz. :

ARGENTINE REPUBLIC,
AUSTRIA,
BELGIUM,
BRAZIL,
BREMEN,
CHILI,
DENMARK PROPER,
EQUATOR (Republic of the),
GREAT BRITAIN,
HAMBURG,

HANOVER,
HAYTI,
ITALY,
LUBECK,
MECKLENBURG-SCHWERIN,
MOROCCO,
NETHERLANDS,
NORWAY,
OLDENBURG,
PERU,

PORTUGAL,
PRUSSIA,
ROMAN STATES,
RUSSIA,
SCHLESWIG,
SPAIN,
SWEDEN,
TURKEY,
UNITED STATES,
URUGUAY.

Article 1. Preliminary.

Rules Concerning Lights.

2. Lights to be carried as follows :
3. Lights for Steamships.
4. Lights for Steam Tugs.
5. Lights for Sailing Ships.
6. Exceptional Lights for Small Sailing Vessels.
7. Lights for Ships at Anchor.
8. Lights for Pilot Vessels.
9. Lights for Fishing Vessels and Boats.
10. *Rules Concerning Fog Signals.*
Fog Signals.

Steering and Sailing Rules.

- Article 11. Two Sailing Ships meeting.
12. Two Sailing Ships crossing.
 13. Two Ships under Steam meeting.
 14. Two Ships under Steam crossing.
 15. Sailing Ship and Ship under Steam.
 16. Ships under Steam to slacken speed.
 17. Vessels overtaking other Vessels.
 18. Construction of Articles 12, 14, 15 and 17.
 19. Proviso to save special cases.
 20. No Ship under any circumstances, to neglect proper precautions.

Preliminary.

ARTICLE 1. In the following Rules every Steam Ship which is under Sail and not under Steam is to be considered a Sailing Ship; and every Steam Ship which is under Steam, whether under Sail or not, is to be considered a Ship under Steam.

Rules Concerning Lights.

ARTICLE 2. The Lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8 and 9, and no others, shall be carried in all Weathers, from Sunset to Sunrise.

ART. 3. Seagoing Steam Ships when under weigh shall carry :

(a) *At the Foremast Head*, a bright White Light, so fixed as to show an uniform and unbroken Light over an Arc of the Horizon of 20 Points of the Compass; so fixed as to throw the Light 10 Points on each side of the Ship, viz. : From right ahead to two Points abaft the Beam on either side; and of such a Character as to be visible on a Dark Night, with a clear Atmosphere, at a distance of at least Five Miles.

(b) *On the Starboard Side*, a Green Light, so constructed as to throw an uniform and unbroken Light over an Arc of the Horizon of 10 Points of the Compass; so fixed as to throw the Light from right ahead to 2 Points abaft the Beam on the Starboard Side; and of such a Character as to be visible on a Dark Night, with a clear atmosphere, at a Distance of at least Two Miles.

(c) *On the Port Side*, a Red Light, so constructed as to show an uniform and unbroken Light over an Arc of the Horizon of 10 Points of the Compass; so fixed as to throw the Light from right ahead to 2 points abaft the Beam on the Port Side; and of such a character as to be visible on a Dark Night, with a clear Atmosphere, at a Distance of at least Two Miles.

(d) The said Green and Red Side Lights shall be fitted with inboard Screens, projecting at least Three Feet forward from the Light, so as to prevent these Lights from being seen across the Bow.

ART. 4. Steam Ships, when towing other Ships, shall carry Two bright White Mast-head Lights vertically, in addition to their Side Lights, so as to distinguish them from other Steam Ships. Each of these Mast-head Lights shall be of the same Construction and Character of the Mast-head Lights which other Steam Ships are required to carry.

ART. 5. Sailing Ships under weigh, or being towed, shall carry the same Lights as Steam Ships under weigh, with the exception of the White Mast-head Lights, which they shall never carry.

ART. 6. Whenever, as in the case of small Vessels during bad Weather, the Green and Red Lights can not be fixed, these Lights shall be kept on Deck, on their respective Sides of the Vessel, ready for instant Exhibition; and shall, on the approach of or to other Vessels, be exhibited on their respective Sides in sufficient Time to prevent Collision, in such Manner as to make them most visible, and so that the Green Lights shall not be seen on the Port Side, nor the Red Light on the Starboard Side.

To make the Use of these Portable Lights more certain and easy, the Lanterns containing them shall each be painted Outside with the color of the light they respectively contain, and shall be provided with suitable Screens.

ART. 7. Ships, whether Steam Ships or Sailing Ships, when in Anchor in Roadsteads or Fairways, shall exhibit, where it can best be seen, but at a Height not exceeding Twenty Feet above the Hull, a White Light, in a globular Lantern of Eight Inches in Diameter, and so constructed as to show a clear, uniform and unbroken Light visible all round the Horizon, and at a distance of at least One Mile.

ART. 8. Sailing Pilot Vessels shall not carry the Lights required for other Sailing Vessels, but shall carry a White Light at the Mast-head, visible all round the Horizon—and shall also exhibit a Flare-up Light every Fifteen Minutes.

ART. 9. Open Fishing Boats and other Open Boats shall not be required to carry the Side Lights required for other Vessels; but shall, if they do not carry such Lights, carry a Lantern having a Green Slide on the one Side and a Red Slide on the other Side; and on the Approach of or to other Vessels, such Lantern shall be exhibited in sufficient Time to prevent Collision, so that the Green Light shall not be seen on the Port Side, nor the Red Light on the Starboard Side.

Fishing Vessels and Open Boats, when at Anchor, or attached to their Nets and stationary, shall exhibit a bright White Light.

Fishing Vessels and Open Boats shall, however, not be prevented from using a Flare-up in addition, if considered expedient.

Rules Concerning Fog Signals.

ARTICLE 10. Whenever there is a Fog, whether by Day or Night, the Fog Signals described below shall be carried and used, and shall be sounded at least every Five Minutes, viz. :

(a) Steam Ships under weigh shall use a Steam Whistle placed before the Funnel, not less than Eight Feet from the Deck.

(b) Sailing Ships under weigh shall use a Fog Horn.

(c) Steam Ships and Sailing Ships, when not under weigh, shall use a Bell.

Steering and Sailing Rules.

ARTICLE 11. If two Sailing Ships are meeting End on, or nearly End on, so as to involve Risk of Collision, Helms of both shall be put to Port, so that each may pass on Port Side of the other.

ART. 12. When Two Sailing Ships are crossing, so as to involve Risk of Collision, then, if they have the Wind on different Sides, the Ship with the Wind on the Port Side shall keep out of the way of the Ship with the Wind on the Starboard Side; except in the Case in which the Ship with the Wind on the Port Side is close hauled and the other Ship free, in which case the latter Ship shall keep out of the Way, but if they have the wind on the same Side, or if One of them has the Wind aft, the Ship which is to windward shall keep out of the Way of the Ship which is leeward.

ART. 13. If Two Ships under Steam are meeting End on, or nearly End on, so as to involve risk of Collision, the Helms of both shall be put to Port, so that each may pass on the Port Side of the other.

ART. 14. If Two Ships under Steam are crossing, so as to involve Risk of Collision, the Ship which has the other on her own Starboard Side shall keep out of the Way of the other.

ART. 15. If Two Ships, one of which is a Sailing Ship and the other a Steam Ship, are proceeding in such Directions as to involve Risk of Collision, the Steam Ship shall keep out of the way of the Sailing Ship.

ART. 16. Every Steam Ship when approaching another Ship so as to involve Risk of Collision, shall slacken her Speed, or, if necessary, stop and reverse; and every Steam Ship shall, when in a Fog, go at a moderate Speed.

ART. 17. Every Vessel overtaking any other Vessel shall keep out of the Way of the said last-mentioned Vessel.

ART. 18. Where, by the above Rules, One of Two Ships is to keep out of the Way, the other shall keep her Course, subject to the Qualifications contained in the following Article:

ART. 19. In obeying and construing these Rules, due regard must be had to all Dangers of Navigation; and due Regard must also be had to any special Circumstances which may exist in any particular Case rendering a Departure from the above Rules necessary in order to avoid immediate Danger.

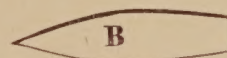
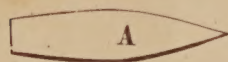
ART. 20. Nothing in these Rules shall exonerate any Ship, or the Owner, or Master, or crew thereof, from the Consequences of any Neglect to carry Lights or Signals, or of any Neglect to keep a proper Look-out, nor of the Neglect of any Precaution which may be required by the ordinary Practice of Seamen, or by the special Circumstance of the Case.

The following Diagrams are intended to illustrate the use of the Lights carried by vessels at sea, and the manner in which they indicate to the vessel which sees them the position and description of the vessel which carries them :

FIRST. When both Red and Green Lights are seen :

A sees a Red and Green Light ahead--A knows that

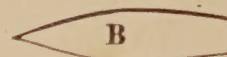
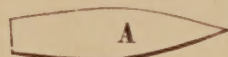
a vessel is approaching her on a course directly opposite to her own, as B ;



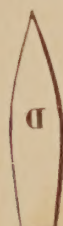
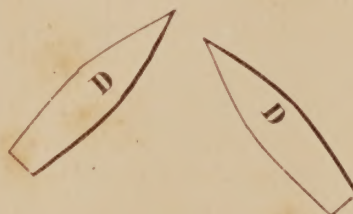
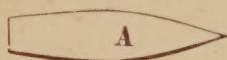
If A sees a White Mast-head Light above the other two, she knows that B is a steam vessel.

SECOND. When the Red, and not the Green Light, is seen :

A sees a Red Light ahead or on the bow--A knows that either,



1, a vessel is approaching her on her port bow, as B ;



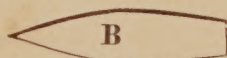
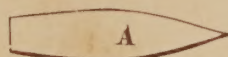
or, 2, a vessel is crossing in some direction to port, as D D D.

If A sees a White Mast-head Light above the Red Light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction, as B, or is crossing to port in some direction, as D D D.

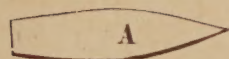
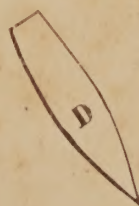
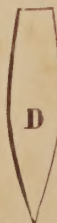
THIRD. When the Green, and not the Red Light, is seen :

A sees a Green Light ahead or on the bow--A knows that either,

1, a vessel is approaching her on her starboard bow, as B ;



or, 2, a vessel is crossing in some direction to starboard, as D D D.

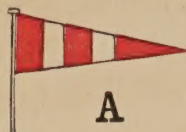


If A sees a White Mast-head Light above the Green Light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction, as B, or is crossing to starboard in some direction, as D D D.

AMERICAN MARINE SIGNAL FLAGS,

COMMUNICATING BY THE COMMERCIAL CODE.

"CODE SIGNAL" and



"ANSWERING PENDANT."

A

N. B.—When used as the "Code Signal," this Pendant is to be hoisted under the "Ensign;" when used as the "Answering Pendant," where seen.

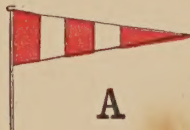
B	C "YES"	D "No."	F	G	H	J	K	L
M	N	P	Q	R	S	T	V	W

Flags of the Commercial Code of Signals,

FOR THE USE OF ALL NATIONS.

This Code having been almost universally adopted, the U. S. Shipping Commissioner at San Francisco has deemed it proper information e contained in the "OFFICIAL LOG BOOK" issued by him for the Pacific Coast.

"CODE SIGNAL" and



"ANSWERING PENDANT."

A

N. B.—When used as the "Code Signal," this Pendant is to be hoisted under the "Ensign;" when used as the "Answering Pendant," where seen.

B	C "YES."	D "No."	F	G	H	J	K	L
M	N	P	Q	R	S	T	V	W

The following will serve to illustrate how the form of a Hoist will usually denote the nature of the Signal made, viz:

TWO FLAGS.

GE uppermost.
TTENTION" Signals,

B
above
D What Ship is that.

PENDANT uppermost,
"COMPASS" Signals,

F
above
T W by S

SQUARE FLAG.

Uppermost,
"DANGER" Signals,

N
above
C In distress. Want assistance.

THREE FLAGS.

GENERAL SIGNALS,

K
C
P Engine Broken.
P
M
V Call for orders off.

FOUR FLAGS.

GE Uppermost,
EOGRAPHICAL" Signals,

B
D
T
N Falmouth.

Pendants C D F uppermost,
National Vocabulary,

D
V
C
H What ships have you spoken.

PENDANT G uppermost,
Names of Men of War,

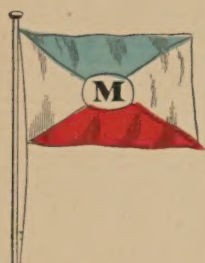
G
S
C
H "Marlborough" Screw, 131 guns.

SQUARE FLAG, uppermost,
Names of Mercant. Ships,

J
M
C
Q "Marco Polo," No. 6025.

K W M

Private Signals used by the Shipping Merchants of San Francisco.



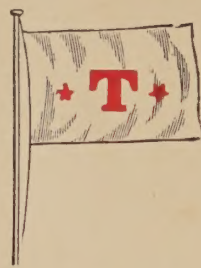
Macondray & Co.



George Howes & Co.



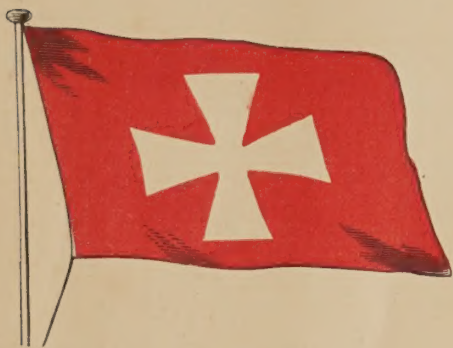
Pacific Mail Steamship Co.



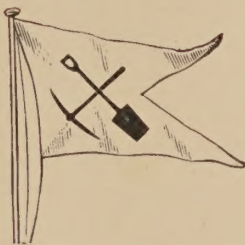
C. L. Taylor & Co.



M. R. Roberts.



J. C. Merrill & Co.



Bellingham Bay Coal Co.

OFFICIAL LOG BOOK.

Number of Ship.	Official Number.	Port of Registry.	Registered Tonnage.	Name of Master.	No. of his Certificate (if any.)
	11926	New Bedford Mass	314 ³⁴ / ₁₀₀	W. A. Poor	

Date of Commencement of the Voyage *Nov 24th* 1875

Nature of the Voyage or Employment *Bringing Oil to New Bedford*

Date of the end of the Voyage *April 15th* 1876

OFFICIAL:



J. D. STEVENSON,

U. S. Shipping Commissioner for the Port of San Francisco.

Index to Entries in Official Log Book.

ENTRIES.	Reference to any Pages in which the various Entries Appear.
1. Conviction of any Member of Crew and Punishment,	
2. Offense committed by Member of Crew for which it is intended to prosecute or to enforce a Forfeiture, together with such statement concerning the reading over such entry, and concerning the reply (if any) made to the charge, as hereinbefore required,	
3. Offense for which punishment has been inflicted on board, and the punishment inflicted,	
4. Statement of the conduct, character, and qualifications of each Member of Crew,	
5. Illness or injury that has happened to any Member of Crew, the nature thereof, and the medical treatment adopted (if any),	<i>Dario Mictar Page 8</i> <i>John R. Stanton Page 9</i> <i>George Wilson 10</i>
6. Death that has happened on board, and cause thereof,	
7. Birth that has happened on board, the sex of the infant, and the names of the parents,	
8. Marriage that has taken place on board, the names and ages of the parties,	
9. Name of Seaman or Apprentice who has ceased to be a Member of the Crew, otherwise than by death, with the place, time, manner, and cause thereof,	
10. Wages due to any Seaman or Apprentice who has died during the voyage, and the gross amount of all deductions to be made therefrom,	
11. Sale of the Effects of any Seaman or Apprentice who has died during the voyage, including a statement of each article sold, and of the sum received for it,	
12. Deductions of Wages,	
13. Survey of Provisions and Water,	

List of Crew and Report of Character.

5

Christian and Surname at length of each Member of Crew, and Capacity in which Engaged.	Report of Character.*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column oppo- site the man's name.
	For General Conduct.	For Ability in Seaman- ship.	
<i>R. N. Hudson Mate</i>	<i>V. G.</i>	<i>G.</i>	
<i>W. H. Schaefer 2 mate</i>	<i>V. G.</i>	<i>G.</i>	
<i>John Keller Steward</i>	<i>V. G.</i>	<i>G.</i>	
<i>Sealer Nicholas Cook</i>	<i>V. G.</i>	<i>G.</i>	
<i>Manuel Bundy Boy</i>	<i>G.</i>	<i>-</i>	
<i>Charles Warner ordinary seaman</i>	<i>G.</i>	<i>G.</i>	
<i>George Williams —</i>	<i>V. G.</i>	<i>M.</i>	<i>Page 10</i>
<i>William Davis . . .</i>	<i>M.</i>	<i>G.</i>	
<i>John La Barron . . .</i>	<i>V. G.</i>	<i>G.</i>	
<i>Francis Sorsalvis " "</i>	<i>V. G.</i>	<i>G.</i>	
<i>Joseph Silva " "</i>	<i>V. G.</i>	<i>G.</i>	
<i>Nicolas Gibbon " "</i>	<i>V. G.</i>	<i>G.</i>	
<i>Daniel Victor " "</i>	<i>V. G.</i>	<i>G.</i>	<i>Page 8</i>
<i>Jose de manna Silva one of the original crew</i>			
<i>J. R. Stanton Green Hand</i>	<i>M.</i>	<i>G.</i>	<i>Page 9</i>
<i>Lucas Mucalo ordinary Seaman</i>	<i>V. G.</i>	<i>G.</i>	

* V. G. for "Very Good," G. "Good," M. "Middling, and I. "Indifferent." The Master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion, he must so state opposite the man's name.

* V. G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert particulars of ability or conduct; thus, "Helm" good, or "Sobriety" indifferent. If he declines giving any opinion, he must so state opposite the man's name.

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[illegible]

N. B.—Every entry in this Log Book required by the Act must be signed by the Master and by the Mate, or some other any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died, must be signed

towards

9

of the Crew; and every entry of illness, injury or death must be signed by the Surgeon or Medical Practitioner on board (if by the Master and by the Mate and some other Member of the Crew.

Date of the Occurrence entered, with Day and Hour.	Place of the Occurrence, or Sit- uation by Latitude and Lon- gitude at Sea.	Entries required by Act of Congress.	Amount of any Fine or Forfeit- ure inflicted.
Thursday Nov 23 rd	Lat 4.20 N Long 116.00	George Wilson sick with inflammation of the Bowels 26 th took him ast and put him in a hammock the 30 th he was better went forward to sleep Don 5 th came on Duty	
March 14 th	Lat 8 N Long 86.00	George Williams sick with a colic caused by over loading his Stomach with cold Beans sick four days	

N. B.—Every entry in this Log Book required by the Act must be signed by the Master and by the Mate, or some other
any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died, must be signed

New Bedford

11

of the Crew; and every entry of illness, injury or death must be signed by the Surgeon or Medical Practitioner on board (if by the Master and by the Mate and some other Member of the Crew.



